Goal #1 - Provide integrated modes of transportation (transit, bicycles, pedestrians, automobiles, etc.) to get people from one place to another within and throughout the plan area.

#### 1) What does this goal mean to you?

- Availability to all walks of life
- Creating better access for everyone; easy and equitable
- Functionality
- Enhancing choices more choices & better choices
- Dependence vs. choice (last resort)
- Qualitative rather than quantitative
  - o Aesthetically pleasing
  - o Comfortable
  - o Safe
  - o Reliable
  - Efficient
- Commercial area emphasis
- Promoting East/West transit
- Pedestrian focused transportation
- Transit oriented development
- Creative choices making transportation a destination
- Connection between & across different modes of transportation
  - o Automobile & Bus
  - o Bus & Bicycle
  - o Bus & Pedestrian
- De-prioritizing level of service for cars, and increasing level of service for transit, pedestrians, and bicycles
- Creating better visibility and awareness for showing the existing pockets of good transportation
- Addressing "barriers"
  - One-Way streets
  - Limited left turn opportunities on some streets
  - Proximity to transportation opportunities(some areas better than others)
- Addressing safety concerns
  - Regional routes (Southwest Tfwy)
  - Traffic speeds
  - o Traffic volumes dangerous to pedestrian crosswalks
  - Lack of pedestrian crosswalks
- Developing direct/efficient routes
  - o Time
  - **Distance**
  - o Fuel efficiency

- This relates to issues with one-way streets and no left turns. Some voiced concern over having to drive ½ mile out of the way and take a non-direct route because of these issues.
- Coordination and integration between modes of transportation and transportation providers alike

### 2) What results should we expect to see from this goal?

- Increased use of public transportation by residents
- A system of transportation choices that is easier to use
- A system of transportation choices that is accessible
- Transportation should be the preferred choice, not a last resort
- Lower traffic counts on North/South routes
- Increase in pedestrian movement along East/West routes and across major streets
- Transportation should be influenced by safety
  - o Better crosswalks for pedestrians
  - Pedestrian security
- Adding East/West bus transfer routes
- East/West transit routes
- More alternative opportunities to get to and from work
- Re-purposing car space to people (pedestrian) space
- Alternative routes and "mode" based improvements
- Re-evaluation of limited left-turn opportunities
- Reduced traffic volumes in residential neighborhoods
- More neighborhood friendly alternatives/improvements for regional routes
- Promotion of the Paseo as a major route
- Elimination of "barriers" such as Southwest Trafficway
- Increased visibility of the bus transit hub located at 47<sup>th</sup> & Nichols, including the available connections to Johnson County and other major areas
- Re-prioritize City spending to emphasize public transportation
- Re-prioritize resource allocation
- Improving and building upon the existing network
- Strengthen neighborhoods
- Develop additional funding opportunities, both from the City and neighborhood coalitions
- Develop an environment that is:
  - o Comfortable
  - ADA access friendly
  - Aesthetically pleasing

#### 3) How do we apply this goal to the neighborhoods, corridors, and centers?

- Art Institute & UMKC districts are ideal areas for physical bicycle route improvements since potential users is high
- Creating more efficient <u>commuter</u> bicycle routes. Bike KC plan is already out of date and routes are not direct enough.
- Commuter specific routes for bicyclists could be on off-street routes (dedicated bike trails) or a lower classified street that runs parallel to major streets
- Re-focusing on east/west routes

- The current pattern appears to be more beneficial for businesses and cutthrough (commuter) traffic and more difficult for residents and neighborhoods
- Make it more efficient by providing more left-turn opportunities and reducing number of one-way streets
- o Focus on the grid
- Increased density
  - o Focus on population density, not building density.
  - Good in theory but neighborhoods may be concerned on what this means for traffic impacts and effects on neighborhoods
  - Traffic calming in neighborhoods may be necessary
- Signals that were changed to stop signs
  - o Concern that some of these intersection changes may not make sense
  - Some signals that are still in operation should be downgraded to stop signs
- Volumes & speeds on corridor we need to identify where traffic is actually going
- Cultural shift in habits
- Having alternative modes & determining actual impact on automotive traffic volumes
- Creativity & attractiveness should be interrelated
- Google fiber integration could this increase ridership? Does this make smart transit easier? Can WIFI be included on buses to increase attractiveness for work commute? Public-private partnership opportunity?
- Historical boulevard system. How to use it functionally and experientially.
- Not just City responsibility. How can we better coordinate with allied groups and organizations with like minded goals?
- Public art partner with bus stops public facilities
- A lot of goals from private/public groups are closely aligned. How to foster grassroots efforts for community improvements.

# Goal #2 - Encourage strong neighborhood identities, personalities, and character while increasing quality housing choices for all stages of life and income levels.

- Encourage commercial development in existing commercial areas, not encroaching on character of neighborhoods
- Make sure land use and density are appropriate for area, not just the design. Open zoning is an
  issue
- Edges can extend further than intended, i.e. parking from UMKC intruding in to neighborhoods should be avoided
- Scale of projects should not intrude in to neighborhoods, traffic, height, noise
- Schools define neighborhoods; appropriate active uses are preferred to vacant buildings
- Neighborhoods are strengthened by neighborhood schools
- Annual unit inspections should become a part of rental housing registration
- Programs should be established to bridge the gap so renters in area become home owners
- Rental units in secondary structures (certain houses) provide diversity within neighborhoods
- Look to suit the tastes of future generations, i.e. density, renting, etc. when considering housing options
- Get the right things in the right places not because someone can get financed
- Get the word to "gen Y" of where to live in the area that matches their preference
- Create a way to better match people to places

- Look at the new trends of housing arrangements
- Incentivize owners to live in or on site of apartment buildings
- Need stronger communication between owners and renters
- Help neighborhoods organize and communicate with neighborhoods throughout the area and city
- The city should maintain current, accurate information concerning neighborhoods and officers
- Help neighborhoods organize and define themselves. Possible tools: expression and overall
  activity in the arts, figure out goals through visual preference surveys. Offer additional tools to
  help people know what to do...technical clearing house
- Make sure development maintains character for area through urban design
- The City should come to neighborhoods to explain zoning and what is allowed
- Focus areas for development
- Establish a program to fund the establishment of design guidelines that are consistent with agreed upon neighborhood criteria
- Advertise how people can get involved in planning and decision making
  - o Bring together organizations as an umbrella organization
  - Utilize the neighborhood advisory council
- Neighborhoods need to keep records up-to-date with the City
- The City should map improvements/cases and color code by urgency
- Quality housing choices too much section 8 is focused on Armor, this is detrimental to the neighborhoods. A planned approach is needed to create equity and incentives to ensure a mix of incomes
- The City should encourage market based housing in dis-advantaged areas.
- Institutional Plans and City Plans should be consistent regarding future redevelopment of neighborhoods
- Provide tremendous incentives to develop vacant properties
- Property owners should be held accountable for development and maintenance of their properties
- Dis-incentivize vacant lots
- Quality housing choices...older houses are difficult to make accessible. To renovate historic (designated) homes to make them accessible, flexibility is needed
- There is a need to keep housing affordable for all stages of life
- Need more neighborhood Historic surveys done
- Make it clear what City tools or programs are available for neighborhoods to maintain their existing identities
- Neighborhoods need tools to maintain and prevent encroachment on edges of districts
- Encourage re-development of existing buildings not just vacant lots
- How zoning will effect new development help neighborhoods understand those effects

# Goal #3 - Strengthen an urban development pattern with appropriate density, physical layout, and infrastructure, that integrates the diversity of uses found throughout the plan area.

- Are neighborhood meetings required (by an applicant with a new development proposal)? Can we better structure/formulate how that occurs?
  - Make sure the meeting is early in the process

- Updating neighborhood registration (timely)
- With what scale of project/what type of application are public meetings or meetings with neighborhoods required?
- Concern on scale of buildings adjacent to neighborhoods
- We need/the plan should better define "neighborhood areas" vs. those areas ripe for density/higher scale buildings
- Density is appropriate:
  - Along major corridors in association with improved connectivity
  - Close to nodes (with/along transit especially at stops)
  - As accessory units
  - Along major parkways
  - As same scale infill
- Parking Challenge
  - Maximize on street parking
  - Smaller dispersed parking lots
  - Structured where appropriate
  - o Prioritize these patterns at transit nodes
  - Shared parking
  - ...but we have areas that need parking
  - Screening and design is part of the concern
- We want predictability of where things should occur where we want change.
- Transit plan should coordinate with development
- Stop tearing down historically significant buildings for parking
- With numerous small scale businesses you get diversity, walkability, options, neighborhood gathering places
- Small scale particularly at street level
- Want an urban development pattern
- Want clearer direction as to urban development
- Underlying zoning of plaza is too intense
- Encourage historic surveys of neighborhoods (we need them of all to know what is out there)
- Look at zoning to make sure still appropriate
- Look at zoning along transit corridors
- Streetcar route key to where density will occur
- Want predictability
- Make sure to have adequate parking but not too much
- Re-evaluation of parking standards
- Want to live without car
- Want a Plan the City is as committed to as neighborhoods
- Preserve historic pattern along boulevards
- Main Street streetscape adds to character and not Disneyland (fake-ish)
- Down zone to cut down on cut up single family
- Need appropriate uses for existing structures
- Accessibility, people are aging and having a more difficult time getting around...need improvements to sidewalks, crosswalks, public spaces
- Density is appropriate where density currently exists and within surface parking lots
- Get developers to talk to vacant property owners-infill

- Main Street bus lane configure as a bus & bike lane
- Wide sidewalks increase walkability
- Make it pretty architecturally, example Brush creek buildings
- Encourage green corridors
- Follow the plan
- Define places
- Whole Foods and apartments at UMKC a concern (scale of development and cost for student apartments)
- Density and scale should relate to surroundings
- 47<sup>th</sup> and Paseo for density
- Develop in existing development zones (where there is still room)
- Any development to add density is not always OK careful
- Edges issue
- Careful not to lose detail with this plan
- All density is not better we have to be smart about it
- Make sure properties/areas are not zoned too high
- Cannot just accept development as it comes in
- Down zone where appropriate
- ID areas where there is development pressure work between parties
- Don't lose level of detail of exiting plans
- Density not necessary in my neighborhood
- Look outside of boundaries on impacts within the area (example KU Med)
- Look at dispersal of traffic with new development
- Look at context of the area when reviewing new development
- Look at impacts of/to aging infrastructure on density
- Require developer to provide infrastructure to accommodate growth

# Goal #4 - Support and invest in the existing commercial nodes, while fostering an environment that attracts and retains quality businesses.

- Nuisance businesses
  - Regulations and enforcement
  - Do not concentrate
  - o Difference between Nuisance business and viable business
  - Viable business you would want to patronize- bring clientele to neighborhood that you want
  - Businesses should add character, vitality
  - Want diversity of business
  - Community votes with money
  - Rents need to be realistic
  - If property stays vacant, taxes should go up
  - Taxes drive rents high rents can be affected with the introduction of quality development
- Incentives to qualify for incentives the development should
  - o Provide interest / value in property-long term
  - Have resale value ensure lasting development quality

- Absent landlords are a problem
- Align development code with community values/character
  - o Improve neighborhood notifications
- What is a good business?
  - o How can we regulate?
  - Negative neighborhood impacts
    - Traffic
    - Loitering
    - Late night crowd
    - Fit neighborhoods needs
    - Needed services
- Need design guidelines for signage
- Are we creating new nodes or reinforcing existing?
- No commercial encroachment in to neighborhoods
- Circulation access improvements are needed to prevent excessive traffic in neighborhoods
- Existing businesses make neighborhoods attractive
- Density good and important to maintain businesses
- Should require landscapes through new improvement 1% for landscaping
- Incentivize the positive don't focus on the negative
- 31<sup>st</sup> and Troost need to attract new businesses
- One way streets inhibit access/mobility
  - Speed traps
  - Restricted turns
  - Parking timed
- EDC's programs don't work for small businesses
- One size fits all incentives/assistance doesn't work
- Troost:
  - Safety no one would shop at grocery store at 33<sup>rd</sup> & Troost
  - Vote with you \$ support the business you say you want
  - Incent 1 mile/work for artists on Troost
  - Police presence, codes enforcement, Tax empty buildings more be careful not to increase abandonment & bad use
- Focus on larger areas, not individual sites
  - o Plan in a community context, not site by site
  - We need to figure out what do we want and how to attract what we want
  - We need resources (shops, libraries, etc...) without looking like Noland Road
- Make sure the zoning code can react to changing world, for example, KC start up village
- Need Hi-tech innovators
- We need to expand success east of Troost without gentrifying
- Promote reuse of buildings flexible land use regulations
- There needs to be more business retention staff with business care follow up years later
- Investment in infrastructure makes it look like you care
- City needs to ensure areas are clean
  - Code enforcement
  - Bring resources with enforcement
  - City beautification
- Need centers to provide low cost services to business:

- Copies
- o Brochures etc...
- Co-op advertising
- Co-op mentoring
- Identify within nodes where incubators can locate
- Allow artists to improve appearance of vacant buildings
- Pop up art space in vacant buildings
- Offer tax abatement to improve vacant buildings
- Brush Creek Corridor
  - Ripe for redevelopment
  - No encroachment
  - Place for new density
- New tax incentive for reuse
- De-incentivize tear downs
- Create Wi-Fi zone on Troost (utilize fiber in MAX steps)
- Troost-tech "boiler room" will bleed into neighborhoods
- Need same investment on Troost as Main Street
  - More incentive for Troost and east to Paseo
  - o Residential and commercial incentives
- Incentivize using old buildings before developing vacant lots
- Incentives for neighborhoods
  - o More incentive in return for doing neighborhood friendly things
- New "green taping" of permits/registrations
- Make sure commercial corridors are developed in an urban context as defined by the plan. The following are issues for consideration
  - No parking in front
  - Don't pretend it is in a farm field
- Make it easy for businesses to come but not to do whatever they want
- Revise parking requirements (reduce)
- Environment/sustainability not called out specifically in goals...
  - Subsidize renewable energy
- Have transportation options that people will use to get to important destinations
- To encourage desirable businesses, need to discourage other types of business
- City needs to say where focus is
  - Target to certain corridors
- Plaza should also cater to neighborhood
  - Post office
  - Grocery store
  - Pharmacy
- Neighborhood businesses interaction, need:
  - Facilitation
  - o Liaison

### Goal #5 - Preserve, enhance, and invest in the area's regional destinations.

- Need money for maintenance of public destinations
- Need zoning to match public/city desires

- Want design standards for new development
- Want diversity of uses and places not a hodgepodge of development
- Leverage all resources particularly arts efforts collaborative efforts to support destination in Midtown / Plaza
  - Public art to support destinations and connectivity to destinations
- Outcomes of this goal should be:
  - Increases usage tourism and locals
  - o Fewer demolition of historic structures
  - Plaza remains international destination through protections
  - Sensitive infill development
  - Define/recognized brand Midtown, ie..French Quarter
  - Coordination of campus environments
    - Leverage resources
- Tourism is a contributor to the success of the Midtown / Plaza area:
  - Interesting convenient things to do
  - Liberty Memorial proximity
  - Theaters
  - The face of Midtown and city
  - Plaza and Nelson tourism destination
  - Cultural of Kansas City promotion (tourism)
  - NTDF use (small scale)
    - Homes tour
  - Need a partnership between Envision Arts and /Cultural KC
  - Bigger picture larger from regional destination (international)
  - Civil war history trails
  - Union Hill Cemetery
  - o Parks use Shakespeare, movies etc.
    - Loose, Suicide Hill, Art Fairs
- Consideration for streetcar
  - Increase in tourism
- Pedestrian access between destinations
  - East & west access needs to be improved
- We need to understand the impact of applying Google fiber
- NE corner of the study area needs a destination
  - Walt Disney Studio is a potential destination
  - There are plans to redevelop the 3100 block of Troost by Disney supporters
- More people = more tax revenue and more vitality
- Better walkways between Plaza Nelson Discovery Center
- Historic homes need way-finding signs Majors, Wornall, Thomas Hart-Benton
- Need Maintenance funds for fountains
- Need/enhance partnerships between large institutions and smaller destinations
  - Artists collaboration entity? (UMKC, Museums etc)
  - Public art connect and enhance destinations
- Balance enhancements to institutions with context of neighborhoods
- Concern about development on UMKC campus
  - Public and private should be respectful of surrounding areas
  - Maintain urban patterns

- Balance national shops with local diverse business on plaza
  - o Distinct stores
  - Architecture
  - Urban spaces
    - Streetscape
    - Musicians
- Manage traffic with expanded uses, as growth and development occurs
  - o Traffic congestion tax
- Pedestrian safety on plaza a concern
  - o Crosswalks do not exist at all intersections
- Need design guidelines
  - o For facades that face the street
  - o That are sensitive to context of development